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## *In this issue*

*Article by Joe D. Walstrom*



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# The Chicago Air Conference

By JOE D. WALSTROM<sup>1</sup>

REPRESENTATIVES of over fifty nations, the largest number participating in any world conference in recent years, attended from November 1 to December 7, 1944,<sup>2</sup> the International Civil Aviation Conference at Chicago. The United States had held prior discussions with other governments which had indicated the desirability of holding such a conference as soon as practicable.

These exploratory conversations with other countries<sup>3</sup> on the general subject of international civil aviation had demonstrated that there was substantial agreement on such matters as the right of transit, the granting of international operating rights on a non-exclusive basis, the application of cabotage to air traffic, the use of airports and facilities on a non-discriminatory basis, the need for uniform operating and safety standards, and the desirability of standardizing and coordinating air-navigation aids and communications facilities. It was also conceded that some form of central organization would be desirable in guiding the development of international aviation, although there was diversity of opinion as to whether this international body should have the power to allocate routes and to regulate other economic phases of air transportation.

The progress of the war also had emphasized the necessity for reaching some international agreement on these matters, in order that civil air transportation could play its full part in rehabilitating the liberated countries and in restoring peaceful commerce to all parts of the world, without being held up by lengthy negotiations and inadequate preparations.

The final act of the Conference signed on December 7, 1944 includes the following documents: A general air-navigation and air-transport convention, together with comprehensive annexes on 12 different technical subjects; an agreement setting up an interim organization to function until the organization provided for in the over-all convention is established; a multilateral agreement granting transit rights; a multilateral agreement granting commercial entry as well as transit rights; and various resolutions on other aspects of aviation.

The work of the Chicago Conference may be evaluated by comparing the aforementioned documents with existent arrangements on international aviation.

## The General Air Convention

The Paris convention of 1919 has been generally regarded as the principal international convention governing air navigation.<sup>4</sup> Although it grants the right of transit or innocent passage, this right has applied only to private flights. Permits for international airline operations have had to be negotiated separately, usually on a bilateral basis. Under the Paris convention the International Commission for Air Navigation,<sup>5</sup> generally known as CINA, was established. This Commission administered certain provisions of the convention and had jurisdiction over the technical annexes.

The Habana convention of 1928<sup>6</sup> is somewhat similar to the Paris convention in that it enunciates the doctrine of sovereignty over airspace, the right of innocent passage for private flights, and equal treatment in the use of airports. It has, however, no annexes relating to technical subjects; nor does it establish an administrative organization similar to CINA.

Before the present war 34 countries were parties to the Paris convention; membership included 5 countries in the Western Hemisphere, but not the United States. The Habana convention was ratified by the United States and 10 other countries, all in this hemisphere.

Three proposals for a new international air convention were submitted at the Chicago Conference.

<sup>1</sup> Mr. Walstrom, Assistant Chief of the Aviation Division, Office of Transportation and Communications, Department of State, was Secretary to the American Delegation at the International Civil Aviation Conference.

<sup>2</sup> BULLETIN of Nov. 5, 1944, p. 529.

<sup>3</sup> BULLETIN of Apr. 1, 1944, p. 301, and May 27, 1944, p. 496.

<sup>4</sup> *International Convention Relating to the Regulation of Aerial Navigation* (Department of State publication 2143).

<sup>5</sup> Commission Internationale de Navigation Aérienne.

<sup>6</sup> Treaty Series 840.



The Canadian draft related primarily to air transport; it provided for an international body which would allocate routes, determine frequency of service, control rates, and govern other phases of international flying. The British proposal was similar to the Canadian. The United States draft placed most of the emphasis on air navigation. It also provided for an international body to have jurisdiction over technical matters and to correlate data on air transport, but not to have definitive authority over the establishment and operation of airlines.

The draft convention finally adopted at the Conference is an amalgam of these three proposals. It covers the air-navigation, the air-transport, and the technical fields; it sets up an International Civil Aviation Organization. The latter consists of an assembly of all nations accepting the convention, as well as a 21-member council which will have advisory and technical functions but which is not empowered to regulate the economic phases of air transport.

#### The Technical Annexes

One of the major accomplishments of the Conference was the drafting of technical annexes which are to be a part of the general convention after they have received further study. These annexes deal with such subjects as rules of the air, airways systems, communications procedures, traffic control, airworthiness requirements, licensing of personnel, aircraft registration, weather reporting, maps and charts, log books, customs procedures, and investigation of accidents. Up to the present time there has never been world-wide acceptance of practices in these technical fields, although the annexes to the Paris convention were followed by some countries. The technical annexes drafted at Chicago take into account the recent developments in the art of flying; they will enable aircraft to fly all over the world following signals and practices which will be understood everywhere.

#### Interim Agreement

Since the general convention is intended to be in treaty form and therefore may require some time to be ratified by the interested countries, some sort of temporary arrangement which could become operative within the near future was thought desirable. The Conference, therefore, drafted an interim agreement setting up a provisional Inter-

national Civil Aviation Organization, with Canada selected as the headquarters. Following the pattern of the permanent convention, there will be an interim assembly of all nations accepting the interim agreement, as well as a 21-member interim council. The interim agreement comes into force when it has been accepted by 26 nations. Its provisional organization will undertake a large number of the functions covered by the permanent convention until such time as the permanent organization comes into being. Subsidiary working committees will be formed to study and make recommendations on topics initiated at the Chicago Conference, with a view to putting them into final form for the permanent convention and organization.

#### Air-Transit and Air-Transport Agreements

The International Air Services Transit Agreement and the International Air Transport Agreement have been referred to respectively as the Two Freedoms and Five Freedoms documents. The following background will give an appreciation of their significance.

Neither the Paris nor the Habana conventions, it will be recalled, granted rights of transit or commercial entry to scheduled airline services. Such rights, therefore, have had to be negotiated with individual countries. This system was far from perfect: it encouraged power politics, secret bargaining, and discriminatory treatment. Some countries endeavored to extort an unreal value in respect to their geographic positions. Negotiations generally were protracted, but they were not always productive.

During the first part of 1944 the Canadian Government offered for consideration a draft international air-transport convention which, in modified form, was the Canadian proposal at the Conference. This draft provided that member states would grant the following so-called Four Freedoms: (1) the right of innocent passage;<sup>1</sup> (2) the right to land for non-traffic purposes (refueling, repair, emergency); (3) the right to carry traffic from the country whose nationality the aircraft possesses to other countries; and (4) the right to carry traffic from such other countries back to the country whose nationality the aircraft possesses.

<sup>1</sup> See article by Stephen Latchford, "The Right of Innocent Passage in International Civil Air-Navigation Agreements", *BULLETIN* of July 2, 1944, p. 19.

The multilateral grant of these Four Freedoms would have represented a substantial advance towards general "freedom of the air", but it made no specific provision for traffic between intermediate countries. Its inadequacy can be illustrated by the hypothetical case of a United States airline between this country and Chile. Under the Third Freedom, a plane landing at Miami could discharge traffic in Panama, Colombia, Ecuador, Peru, and Chile; under the Fourth Freedom, traffic could be picked up in those countries on the return trip to the United States. However, when passengers on the south-bound trip got off in Panama or Colombia, for example, their seats could not be filled by other passengers embarking in those countries for further sectors of the route, with the result that the plane would arrive in Chile with a large number of empty seats. Conversely, on the homeward-bound trip the plane would not be able to pick up passengers, for example, in Chile or Peru for any point this side of the United States, so that in all probability the plane would not begin to fill up before the last stages of its homeward-bound trip.

The strict application of these Third and Fourth Freedoms not only would cause uneconomical and inefficient operation, leading to increased subsidy payments, but also would deprive the intermediate countries along the route of the full benefits of air transportation. Therefore, the United States Delegation proposed the addition of a so-called Fifth Freedom which would allow international airlines to carry traffic between intermediate countries, in line with the prevailing practice in other forms of international transportation.

Nevertheless, some delegations at the Conference were not prepared to subscribe to the Five Freedoms in their entirety. A great deal of time and effort was spent in an endeavor to reconcile the conflicting views. When it became apparent that the inclusion of all five Freedoms in the general convention or interim agreement would prejudice a wide acceptance of these documents, provision was made for dealing with the problem in separate multilateral agreements: one granting the first two Freedoms only (transit and non-traffic stop), and the other granting all five (including full commercial rights). Under the latter agreement a country may "reserve out" of the Fifth Freedom (intermediate traffic) if it believes that its aviation interests may be served better by not granting or by not receiving this right.

## France To Sign Declaration By United Nations

[Released to the press December 28]

The Department of State announced on December 28 that France would sign the Declaration by United Nations in the Department of State building on the afternoon of January 1, 1945, in the presence of representatives of the United Nations.

At present the Two Freedoms document has been signed by representatives of 27 countries, and the Five Freedoms document by 16. The countries which have signed the Two Freedoms agreement and the additional countries expected to sign in the near future will make it possible for an airline to fly to most parts of the world under transit rights conferred by the Two Freedoms countries. This multilateral grant of transit rights alone does not permit an airline to pick up and discharge traffic all along the route. An airline can pick up and discharge traffic, however, in all countries signing the Five Freedoms document, as well as in other countries which have granted appropriate landing rights through bilateral or other special arrangements.

The automatic granting of transit and commercial rights by means of the Two and Five Freedoms, respectively, represents a tremendous advance when one considers that heretofore it has been necessary to negotiate individually with each and every country through which an air route is contemplated. The United States alone plans to operate its post-war airlines to 44 countries. When it is considered that many other countries have somewhat similar aspirations, the complexity of negotiations on a purely bilateral basis may readily be seen. With this complicated pattern as a background, the value and liberalizing influence of the Two and Five Freedoms agreements become even clearer.

### Provisional-Route Arrangements

The Conference offered an excellent opportunity for the participating countries to exchange views regarding the routes which they desire to operate in the near future. Whereas the Two and Five Freedoms agreements will greatly facilitate the



establishment of world-wide air routes, it will still be desirable in some cases to make bilateral arrangements, whether they be outside the framework of the Two and Five Freedoms or merely an elaboration of rights already granted under these two documents.

The Conference accordingly drafted a standard form agreement for provisional air services which can be used for bilateral (or even multilateral) negotiations. This standard agreement includes certain clauses which assure non-discriminatory practices and which make other necessary provisions for the operation of scheduled airlines. It also includes an appropriate form of annex for describing the respective routes, the airports to be used, and the extent to which transit and commercial rights are to be granted.

The standard form of agreement is aimed to assure equal treatment for all duly authorized airlines; it offers the advantage of uniform provisions agreed to by the delegations of all countries at the Conference. This form has already been used in the air-transport agreements which the United States concluded with Sweden and Denmark on December 16, 1944,\* and it is the basis for additional bilateral negotiations contemplated with other countries.

#### Summary of Accomplishments

The major achievements of the Chicago Conference may be summarized as follows:

(1) The drafting of a basic and comprehensive air-navigation and air-transport convention, which also sets up an international aviation organization. This convention is expected to have general acceptance, in contrast to the past situation where there have existed two different multilateral conventions and no universally accepted organization to foster the development of international aviation.

(2) Preparation of technical annexes which reflect the latest aviation developments and which will provide for uniform standards and operating techniques throughout the world.

(3) The adoption of resolutions pertaining to miscellaneous aviation topics including several aspects of private air law and the standard form for bilateral air-transport agreements.

\* BULLETIN of Dec. 17, 1944, p. 757.

\* BULLETIN of Dec. 10, 1944, p. 718.

(4) The multilateral granting of rights of transit and commercial entry to scheduled airline services, at the same time maintaining the sovereign right of each country over its airspace. The grant of such privileges on a multilateral basis represents a great advance over the present system of obtaining such rights solely on a bilateral basis.

(5) Provision for an interim agreement and organization to coordinate and guide international aviation in the immediate future, until such time as the permanent convention and organization become operative.

Adolf A. Berle, Jr., President of the Conference and Chairman of the United States Delegation, stated that the few weeks of the Conference had advanced international aviation by two decades.<sup>2</sup> Many regard this as a conservative statement, in view of the fact that the documents approved at Chicago offer a simple means of attaining a degree of freedom in air transportation comparable to that achieved in ocean shipping only after centuries of effort.

## Relaxation of Import Controls For the Middle East

[Released to the press December 31]

A relaxation of the import controls administered by the Middle East Supply Center, to be effective January 1, 1945, was announced jointly on December 31 by the Department of State, the Foreign Economic Administration, and the British Supply Council in Washington. The changes in existing procedure are being announced simultaneously in Washington, London, and Cairo.

The most important feature of the changes which have been made is that over a wide range of items the Middle East Supply Center control over import will cease. It will be for the Middle Eastern countries to make their own arrangements with exporting countries for supply of these goods, subject only to limitations described below.

The shipping situation is still so acute as to limit total tonnage which can be allocated to meet Middle East requirements. Further, a number of commodities are still in very short supply throughout the world, and the Middle East Supply Center will continue to exercise in respect of these commodities its function of insuring that essential

requirements for Middle East territories are adequately and equitably met.

It has, therefore, been decided:

(a) that Middle East requirements of commodities such as cereals and fertilizers, the movement of which makes heavy calls on shipping, will continue to be estimated and sponsored by the Middle East Supply Center;

(b) that import licenses for a comparatively short list of commodities and products still in world short supply (for example, trucks, tires, and textiles) will still require the Middle East Supply Center approval, which will, where possible, be delegated to local Middle East Supply Center representatives;

(c) that for all other items the Middle East Supply Center control will be withdrawn. There will, however, still be certain limitations on uncontrolled import of supplies in this group. For example, certain exporting countries overseas may still maintain export controls, and in addition exchange-control regulations may be a limiting factor. Finally, as indicated above, the shipping situation will impose a tonnage ceiling on amount of goods that may be imported in this group.

It will, therefore, be for the governments of Middle East territories to decide what is to be imported and to insure that tonnage and supplies available are used to the best advantage and to meet essential needs.

The new plan is the first step in the gradual freeing of trade from wartime restrictions.<sup>1</sup> As the supply and shipping situation gradually loosens, the Middle East Supply Center control will be progressively withdrawn.

## Advisory Committees For Cultural Cooperation

[Released to the press December 27]

On December 27 the Department of State announced the appointment by the President of the members of five committees to advise the Department on problems of cultural cooperation during the fiscal year of 1945.

Such committees have proved of great value, particularly in our relations with the other American republics, in bringing to the Department the

viewpoint of outstanding leaders of American thought in the field of science, education, and the arts. The President and the Secretary of State expressed their appreciation of the generosity of these public-spirited citizens in contributing their time and experience in helping to plan and evaluate the broad program of international cultural interchange for which the Department, through its Division of Cultural Cooperation, is responsible.

New appointments are indicated by an asterisk; the others have served previously:

### ADVISORY COMMITTEE ON ART

Robert Woods Bliss, 2750 Q St. NW., Washington 7, D. C.  
René d'Harnoncourt, Museum of Modern Art, 11 West Fifty-third St., New York 19, New York.

David Finley, Director, National Gallery of Art, Washington, D. C.

Wallace K. Harrison, Harrison, Foulhous, and Abramovitz, Philadelphia 4, Pennsylvania.

Grace McCann Morley, Ph.D., Director, San Francisco Museum of Art, San Francisco, California.

\*Thomas Munro, Curator of Education, Cleveland Museum of Art, Cleveland 6, Ohio.

Henry Varnum Poor, III, New City, Rockland County, New York.

Daniel Catton Rich, Director of Fine Arts, Arts Institute of Chicago, Chicago 3, Illinois.

Francis Henry Taylor, L.H.D., Director, Metropolitan Museum of Art, New York, New York.

\*George C. Vaillant, Ph.D., Director, The University Museum, Thirty-third and Spruce Sts., Philadelphia 4, Pennsylvania.

### ADVISORY COMMITTEE ON MUSIC

Clifford V. Buttleman, Executive Secretary, Music Educators National Conference, 64 East Jackson Blvd., Chicago, Illinois.

Gilbert Chase, Supervisor of Music, NBC University of the Air, National Broadcasting Company, R. C. A. Building, New York 20, New York.

Olin Downes, Mus.D., Music Critic of the *New York Times*, New York, New York.

Nathaniel W. Finston, Director of Music Department, Metro-Goldwyn-Mayer Studios, Culver City, California.

Howard Hanson, LL.D., Director, Eastman School of Music, Rochester 4, New York.

Melville Herskovits, Ph.D., Professor of Anthropology, Northwestern University, 2016 Harrison St., Evanston, Illinois.

Nelson M. Jansky, C. C. Birchard and Company, 221 Columbus Ave., Boston 16, Massachusetts.

John G. Paine, General Manager, American Society of Composers, Authors, and Publishers, 30 Rockefeller Plaza, New York, New York.

\*Olga Samaroff, 24 West Fifty-fifth St., Apt. 9B, New York 19, New York.

<sup>1</sup> BULLETIN of July 30, 1944, p. 125, and Dec. 10, 1944, p. 720.

### ADVISORY COMMITTEE ON EXCHANGE FELLOWSHIPS AND PROFESSORSHIPS

Elmer G. Butler, Ph.D., Chairman, Department of Biology, Princeton University, Princeton, New Jersey.

\*William Berrien, Ph.D., Professor of Romance Languages and Literatures, Harvard University, Cambridge, Massachusetts.

Stephen Duggan, Ph.D., Director, Institute of International Education, 2 West Forty-fifth St., New York 19, New York.

\*Virginia C. Gildersleeve, Ph.D., Dean, Barnard College, Columbia University, New York 27, New York.

Waldo G. Leland, Litt.D., Director, American Council of Learned Societies, 1219 Sixteenth St., Washington, D. C.

Martin McGuire, Ph.D., Dean, Graduate School of Arts and Sciences, The Catholic University of America, Washington, D. C.

Donald Young, Ph.D., Research Secretary, Social Science Research Council, 230 Park Ave., New York, New York.

George F. Zook, Ph.D., President, American Council on Education, 744 Jackson Place NW., Washington 6, D. C.

### ADVISORY COMMITTEE ON THE ADJUSTMENT OF FOREIGN STUDENTS IN THE UNITED STATES

Allen Blaisdell, Director, International House, Berkeley, California.

A. J. Brumbaugh, LL.D., Vice President, American Council on Education, 744 Jackson Place NW., Washington 6, D. C.

Gladys Bryson, Ph.D., Chairman, Committee on Exchange of Students with Foreign Countries, Smith College, Northampton, Massachusetts.

Edgar J. Fisher, Ph.D., Assistant Director, Institute of International Education, 2 West Forty-fifth St., New York 19, New York.

Father George B. Ford, Columbia University, New York, New York.

Thomas E. Jones, Ph.D., President, Fisk University, Nashville, Tennessee.

Sturgis E. Leavitt, Ph.D., University of North Carolina, Chapel Hill, North Carolina.

\*John A. Thompson, Ph.D., Director, Division of Latin American Relations, Louisiana State University, University Station, Louisiana.

### ADVISORY COMMITTEE ON COOPERATION IN AGRICULTURAL EDUCATION

Thomas Barbour, Ph.D., Director, Museum of Comparative Zoology, Harvard University, Cambridge 38, Massachusetts.

\*Richard Bradfield, Ph.D., Head, Department of Agronomy, Cornell University, Ithaca, New York.

Homer J. Henney, Ph.D., Dean of Agriculture, Colorado State College, Fort Collins, Colorado.

(Continued on page 852)

## Protest to German Government Over Killing of American Soldiers

[Released to the press December 29]

The Department of State is forwarding the strongest possible protest to the German Government through the Swiss authorities with regard to the killing by German forces near Malmédy, Belgium, of all but 15 of a group of about 130 American soldiers and officers who had been taken prisoner by a German tank corps and stripped of their equipment.

## Discussions of Dumbarton Oaks Proposals

### MEETING OF LECTURERS AND GOVERNMENT OFFICIALS

[Released to the press December 27]

Approximately 100 members and guests of the American Platform Guild, including many outstanding lecturers on international affairs, met on December 27 with the Secretary of State and ranking officers of the Department in a second off-the-record discussion of the Dumbarton Oaks proposals and other matters relating to American foreign policy. State Department participants in the discussions included, in addition to the Secretary, Assistant Secretaries Acheson, MacLeish, Dunn, and Rockefeller.

Also participating in the discussions were Leo Pasvolosky, Special Assistant to the Secretary for International Organization and Security Affairs; Edwin C. Wilson, Director of the Office of Special Political Affairs; Alger Hiss, Deputy Director of that Office; and Admiral Willson, General Fairchild, and Green Hackworth of the American Delegation to the Dumbarton Oaks Conference.

Mrs. Ruth Bryan Rohde spoke for the Platform Guild in acknowledging the welcome of the Secretary.

A previous off-the-record meeting of this nature was held on October 16 with representatives of over 100 organizations interested in world security.<sup>1</sup>

<sup>1</sup> BULLETIN of Oct. 22, 1944, p. 450.



## MEETING OF REPRESENTATIVES OF AMERICAN REPUBLICS AND DEPARTMENT OF STATE

[Released to the press December 29]

A further meeting of the heads of mission of the American republics in Washington was held on the afternoon of December 29 in the Department of State with the Secretary of State, Edward R. Stettinius, Jr., and other officials of the Department in order to continue discussions regarding international organization.

At the meeting the Brazilian Ambassador, Carlos Martins, presented on behalf of the Committee of Coordination, which was appointed at the November 9 meeting,<sup>1</sup> a report summarizing the views expressed by other American republics regarding the Dumbarton Oaks proposals. This report was used as a basis for discussion in the meeting. The meeting resulted in a helpful exchange of views on an entirely informal basis. A further meeting will shortly be held.

In view of Ambassador Armour's forthcoming departure for Spain, Nelson A. Rockefeller, Assistant Secretary of State, was appointed to the Committee of Coordination in his place.

## Presentation to the Department Of a Bust of Cordell Hull<sup>2</sup>

### REMARKS BY JOHN G. ERHARDT<sup>3</sup>

[Released to the press December 29]

Mr. SECRETARY: You and all of us in the Department of State and the Foreign Service who have had the privilege of working under the inspiring leadership of Secretary Hull have wished to pay him honor in some permanent and fitting form. We have therefore joined together in subscribing for this bust by the distinguished American sculptor, George Conlon. It is a great privilege for me now to present this bust to the Department on behalf of the personnel of the Department of State and the Foreign Service.

<sup>1</sup> BULLETIN of Nov. 12, 1944, p. 565.

<sup>2</sup> Dec. 29, 1944.

<sup>3</sup> Acting Assistant Secretary of State.

## REMARKS BY THE SECRETARY OF STATE UPON ACCEPTANCE

MR. ERHARDT, FELLOW MEMBERS OF THE DEPARTMENT AND MEMBERS OF THE FOREIGN SERVICE: I consider it a high honor to accept on behalf of the Department this bust of Cordell Hull. It is a most fitting expression of the high esteem and affection which all those of us who were privileged to serve under Mr. Hull's leadership have for him.

This likeness of him will be a constant reminder of those personal human qualities of vision and courage, sincerity and integrity, thoughtfulness and kindness, which made him so beloved and inspiring a chief. Its enduring bronze is also symbolic of the lasting quality of the principles for which he stood so firmly and the important practical results which he achieved during his 12 years of service as Secretary of State. Like this bust, they will endure for generations to come as a reminder of his great services to the country and to the world.

The inscription under this bust quotes President Roosevelt's characterization of Mr. Hull as the "Father of the United Nations". We have still before us the task of completing and making permanent the United Nations structure of which Mr. Hull has been to so great an extent architect and builder.

We must succeed in creating now a permanent United Nations organization strong enough to maintain world peace after we have won this war. To work tirelessly toward that goal will be the surest demonstration that the example of Cordell Hull is always in our minds and hearts.

For this great undertaking we need a full measure of the selfless, courageous, and inspiring spirit of service to our country for which Mr. Hull is the living symbol.

## LEGISLATION

An Act Relating to the imposition of certain penalties and the payment of detention expenses incident to the bringing of certain aliens into the United States. S. 963. Approved December 19, 1944. Public Law 503, 78th Cong. 1 p.

An Act To provide for the disposal of certain mail matter condemned by the Director of Censorship. S. 1971. Approved December 22, 1944. Public Law 542, 78th Cong. 1 p.

## PUBLICATIONS

### DEPARTMENT OF STATE

During the quarter beginning October 1, 1944, the following publications have been released by the Department:<sup>1</sup>

2167. **Naval Mission: Agreement Between the United States of America and Peru Renewing, With an Additional Article, the Agreement of July 31, 1940**—Effectuated by exchanges of notes signed at Washington January 31, February 9, March 21 and 31, 1944; effective July 31, 1944. Executive Agreement Series 396. 5 pp. 5¢.
2168. **Detail of Military Officer To Serve as Director of the Polytechnic School of Guatemala: Agreement Between the United States of America and Guatemala Renewing the Agreement of July 17, 1943**—Effectuated by exchange of notes signed at Washington January 5 and 17, 1944; effective July 17, 1944. Executive Agreement Series 397. 4 pp. 5¢.
2169. **Military Aviation Mission: Agreement Between the United States of America and Venezuela**—Signed at Washington January 13, 1944; effective January 13, 1944. Executive Agreement Series 398. 14 pp. 10¢.
2171. **Upper Columbia River Basin: Agreement Between the United States of America and Canada**—Effectuated by exchange of notes signed at Ottawa February 25 and March 3, 1944. Executive Agreement Series 399. 5 pp. 5¢.
2172. **Radio Broadcasting Stations: Agreement Between the United States of America and Canada**—Effectuated by exchanges of notes signed at Ottawa November 5 and 25, 1943, and January 17, 1944. Executive Agreement Series 400. 7 pp. 5¢.
2173. **Naval Aviation Mission: Agreement Between the United States of America and Peru Renewing and Amending the Agreement of July 31, 1940**—Effectuated by exchanges of notes signed at Washington January 31, February 18, April 6, April 29, and May 2, 1944; effective July 31, 1944. Executive Agreement Series 402. 6 pp. 5¢.
2177. **Presidential Elections: Provisions of the Constitution and of the United States Code.** 14 pp. Free.
2180. **Jurisdiction Over Criminal Offenses Committed by the Armed Forces of the United States in the Belgian Congo: Agreement Between the United States of America and Belgium**—Effectuated by exchanges of notes signed at Washington March 31, May 27, June 23, and August 4, 1943. Executive Agreement Series 395. 7 pp. 5¢.
2181. **Copyright Extension: Agreement Between the United States of America and the United Kingdom of Great Britain and Northern Ireland**—Effectuated by exchange of notes signed at Washington March 10, 1944; effective March 10, 1944. Executive Agreement Series 401. 12 pp. 5¢.
2182. **Reciprocal Trade: Agreement Between the United States of America and Turkey in Accordance with Article 1 of the Agreement of April 1, 1939**—Effectuated by exchange of notes signed at Washington April 14 and 22, 1944. Executive Agreement Series 406. 4 pp. 5¢.
2183. **The Department of State Bulletin, vol. XI, no. 274, September 24, 1944.** 24 pp. 10¢.<sup>2</sup>
2184. **Military Mission: Agreement Between the United States of America and Ecuador**—Signed at Washington June 29, 1944; effective June 29, 1944. Executive Agreement Series 408. 14 pp. 5¢.
2185. **Military Mission: Agreement Between the United States of America and Peru**—Signed at Washington July 10, 1944; effective July 10, 1944. Executive Agreement Series 409. 14 pp. 5¢.
2186. **Construction of a Port and Port Works: Agreement and Exchange of Notes Between the United States of America and Liberia**—Agreement signed at Monrovia December 31, 1943. Executive Agreement Series 411. 7 pp. 5¢.
2187. **United Nations Monetary and Financial Conference, Bretton Woods, New Hampshire, July 1 to July 22, 1944: Final Act and Related Documents.** Conference Series 55. iii, 122 pp. 25¢.
2188. **Purchase of Dominican Food Surpluses: Agreement Between the United States of America and the Dominican Republic Approving Memorandum of Understanding Dated November 1, 1943**—Effectuated by exchange of notes signed at Ciudad Trujillo December 17, 1943 and February 11, 1944. Executive Agreement Series 404. 21 pp. 10¢.
2189. **Reciprocal Trade: Agreement and Supplementary Exchange of Notes Between the United States of America and Iran**—Agreement signed at Washington April 8, 1943; effective June 28, 1944. Executive Agreement Series 410. 40 pp. 10¢.
2190. **The Department of State Bulletin, vol. XI, no. 275, October 1, 1944.** 28 pp. 10¢.<sup>2</sup>
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<sup>1</sup> Serial numbers which do not appear in this list have appeared previously or will appear in subsequent lists.

<sup>2</sup> Subscription, \$2.75 a year.

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2204. The Department of State Bulletin, vol. XI, no. 278, October 22, 1944. 44 pp. 10¢.<sup>2</sup>

2205. Foreign Service List (Abridged), October 1, 1944. 11, 61 pp. Subscription, 50¢ a year (65¢ foreign); single copy, 15¢.

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2207. The Department of State Bulletin, vol. XI, no. 279, October 29, 1944. 38 pp. 10¢.<sup>2</sup>

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2209. Exchange of Official Publications: Agreement Between the United States of America and Guatemala—Effected by exchange of notes signed at Guatemala March 23 and April 13, 1944; effective March 23, 1944. Executive Agreement Series 412. 15 pp. 5¢.

2210. The Department of State Bulletin, vol. XI, no. 280, November 5, 1944. 36 pp. 10¢.<sup>2</sup>

2211. Diplomatic List, November 1944. 11, 123 pp. Subscription, \$2 a year; single copy, 20¢.

2212. The Department of State Bulletin, vol. XI, no. 281, November 12, 1944. 24 pp. 10¢.<sup>2</sup>

2213. The Proclaimed List of Certain Blocked Nationals: Cumulative Supplement No. 3, November 17, 1944, to Revision VIII of September 13, 1944. 11, 43 pp. Free.

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2218. The Department of State Bulletin, vol. XI, no. 283, November 26, 1944. 28 pp. 10¢.<sup>2</sup>

2219. Conference of Allied Ministers of Education. By Ralph E. Turner and Hope Sewell French. Conference Series 59. 10 pp. 5¢.

2220. The Department of State Bulletin, vol. XI, no. 284, December 3, 1944. 36 pp. 10¢.<sup>2</sup>

2221. Dumbarton Oaks Documents Together With Chart and Questions and Answers. Conference Series 60. 24 pp. 5¢.

2222. Diplomatic List, December 1944. 11, 123 pp. Subscription, \$2 a year; single copy, 20¢.

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2224. The Department of State Bulletin, vol. XI, no. 285, December 10, 1944. 56 pp. 10¢.<sup>2</sup>

2225. The Department of State Bulletin, vol. XI, no. 286, December 17, 1944. 36 pp. 10¢.<sup>2</sup>

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## THE DEPARTMENT

### Appointment of Officers

[Released to the press December 29]

The Secretary of State announced on December 29 the appointment of Hamilton Fish Armstrong as Special Adviser to the Secretary of State. Mr. Armstrong's first assignment will be to advise the Secretary of State and the Department on international political questions. Mr. Armstrong was appointed Special Assistant to Ambassador John G. Winant at London with the personal rank of Minister in September 1944. In this capacity, he served as adviser to Ambassador Winant on matters concerning the European Advisory Commission and worked with the Commission for a period of some three months.<sup>1</sup>

John E. Lockwood has been appointed Deputy Director of the Office of American Republic Affairs, effective December 22, 1944.

<sup>1</sup> BULLETIN of Sept. 24, 1944, p. 332.

## THE FOREIGN SERVICE

### Designation of Advisers for Mediterranean Theater of Operations

[Released to the press December 29]

John G. Erhardt has been designated Political Adviser on Austrian Affairs to the Commanding General, United States Army Forces, Mediterranean Theater of Operations, with the personal rank of Minister.

Cecil Wayne Gray has been designated Counselor of Mission in the new office to be established by Mr. Erhardt.

James L. McCamy, Executive Director of the Bureau of Areas in the Foreign Economic Administration, Washington, will be Economic Adviser in that office. He will represent both the Department of State and the Foreign Economic Administration.

### Amendments to Foreign Service Regulations

Pursuant to the passage of legislation on the Chinese Exclusion Act, certain items of the Foreign Service Regulations have been amended by Executive Order 9507 of December 20, 1944, which is printed in the *Federal Register* of December 23, 1944.

#### CULTURAL COOPERATION—Continued from page 848

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